\$14.68 STRAWS

For a few days longer will be our price on a fine line of

MEN'S

\$18 and \$20 SUITS

No cheaper suits mixed in with this lot.

5 and 7 West Washington St.

WORLD'S FAIR ROUTE CHICAGO.

\$8-ROUND TRIP-\$8 ALL BIG FOUR

Trains stop to receive and deliver passengers at Midway Plaisance, Hyde Park, Thirty-ninth street, Twenty-second street and the new passenger station of the Illinois Central at Twelith street, only a short distance from the Auditorium. stance from the Auditorium.

Change of Time Monday, May 29, 1893: 5-TRAINS DAILY, INCLUDING SUNDAYS-5

INDIANAPOLIS AND CHICAGO. To Chicago. No. 1 No. 17 No. 3 No. 7 No. 5 Lv. Ind'polis 10.45am 11.50am 4.00pm 11.30pm 42.45am Ar. Chicago. 4.35pm 5.15pm 9.50pm 6.55am 7.30am No. 18 No. 8 No. 10 No. 12 No. 4 Lv. Chicago. 8.25am 1.30pm 8.10pm 9.15pm 11.30pm 2.25am 2.40am 6.00am

Dining Cars on Nos. 1, 17, 18 and 8.
Local Indianapolis parior car on Nos. 1 and 18.
Local Indianapolis sleeper on Nos. 5 and 4.
All day trains have finest parior cars, and night trains have standard and compartment buffet sleepers and reclining chair cars.
All trains equipped with finest first-class Vestibule Coaches. Coaches.
Considerable change on other divisions.

SIX TRAINS Each way between

INDIANAPOLIS AND CINCINNATI, Five of which run daily, as follows: Leave Indianapolis at *2:45 a. m., *4:00 a. m., *6:20 a. m., 10:55 a. m., *2:50 p. m., *7:20 p. m. Greensburg accommodation, 4:20 p. m. Trains arrive from Cincinnati at *12:30 a. m., *10:35 a. m., *11:40 a. m., *3:55 p. m., 7:30 p. m., *11:10 p. m. Greensburg accommodation, 9:50 a. m. ST. LOUIS DIVISION.

Trains leave for St. Louis at *7:80 a. m., *11:50 a. m., *11:20 p. m. For Terre Haute and Mattoon, *5:20 p. m. Arrive from St. Louis at *3:45 a. m., *2:45 p. m., *6:35 p. m. From Mattoon and Terre Haute, INDIANAPOLIS DIVISION.

Trains leave for Cleveland, Buffalo, New York and Boston at *4:15 a. m., 9:25 a. m., *3 p. m., *7:25 p. m.; for Muncie and Benton Harbor at 6 a. m., 11:55 a. m. Trains arrive from Cleveland at *7 a. m., *11:25 a. m., 5:05 p. m., *10:45 p. m.; from Muncie and Benton Harbor at 2:50 p. m., 11:05 p. m.; from Wabash

PEORIA DIVISION-WEST. Trains leave for Peoria at *7:15 a. m., 11:55 a. m., *11:25 p. m.; for Champaign at 5:10 p. m. Arrive from Peoria at *3:35 a. m., 2:45 p. m., *7:10 p. m.; from Champaign at 10:45 a. m.

PEORIA DIVISION-EAST. Leave Indianapolis for Springfield and Columbus at *3:50 a.m. and 3 p.m. Arrive at 11:45 a.m. and *11:10 p. m. Tickets on sale at No. 1 East Washington street, 86 Jackson place, Massachusetts avenue and Union H. M. BRONSON, A. G. P. A.

IMPORTANT

LEAVING INDIANAPOLIS:

*2:30 a m., *3:45 a. m., *6:10 a m., *10:50 a. m., †2:54 p. m., *4:05 p. m. *Daily. †Daily except Sunday. City ticket offices corner Illinois street and Kentucky avenue, 134 South Illinois street and Union Station. H. J. RHEIN, General Agent.

L, N. A. & C. R'Y.

THE BEST -AND-Short Line

-TO THE-WORLD'S FAIR

Excursion tickets are good returning until Nov. 5. DINING and PARLOR CARS ON DAY TRAINS, PULLMAN SLEEPERS ON NIGHT TRAINS. Trains leave for Chicago at *2:05 a. m., *11:40 a. m., †4:20 p. m., *11:20 p. m. Trains arrive from Chicago at *2:20 a. m., *6 a. m., trains arrive from Cheago at 21:20 p. m., †2:45 p. m., *3:55 p. m.
Local Sleeper leaves Chicago at *11:20 p. m.,
Local Sleeper leaves Chicago at *11:50 p. m.; arrives at Indianapolis at 6 a. m.
Ticket offices, 26 South Illinois street,
Union Station and Massachusetts avenue *Daily. †Except Sunday.

LONG BRANCH WEST END HOTEL

COTTAGES and RESTAURANT Open June 15. HOTEL OPENSJUNE 24. D. M. & W. E. HILDRETH.

New York Office, Metropolitan Hotel.

THE THOMAS HOTELS Are substantial and imposing structures, built of Portland granite, brick and steel. The stairs and hallways are ornamented with marble. The rooms are finished in polished oak. These buildings are creeted in such a way as to be practically fire-proof, and formished with all modern conveniences spitable. and furnished with all modern conveniences suitable for a first-class modern hotel. Rooms \$1.50 and upwards. Opposite grand entrance to World's Fair, Chicago. JOHN S. THOMAS, Proprietor.

JOHN S. SHIELDS, Manager.

The Indianapolis Warehouse Co WAREHOUSEMEN, FOFWARDING AND COMMISSION MERCHANTS.

Money advanced on consignments. Registerd re-ceipts given. Nos. 265 to 273 SOUTH PENNSYL-VANIA STREET. Telephone 1343.

Bunday Journal, by mail, \$2 a Year

ASK YOUR GROCER FOR

Generally fair; warmer.

Show which way the wind blows. The Straw Hats at THE WHEN show that the warm winds of summer having taken the place of the winter's borean blasts. 100 styles in the show window-more inside. All the latest and jauntiest headwear for men, boys and children.

In THE WHEN Furnishing Department all the novelities in Neglige wear. Neckwear for a stiff-necked and preverse generation. Initial Handkerchiefs, 25c goods at 15c this week.

ORIGINAL EAGLE THE WHITE

Chicago & St. Louis BIG 4 MURPHY, HIBBEN & CO

Importers, Jobbers, Dry Goods, Notions, Woolens, Etc.

(Wholesale Exclusively.)

FOR the purpose of CLEANING UP all ODD LOTS and BROKEN LINES previous to our usual SEMI-ANNUAL INVENTORY (May 31), we shall make very low prices throughout all departments, in many cases without regard to pres-

We are especially interested this season in reducing our open stocks to lowest possible point in order to facilitate extensive improvements and additions to our salesrooms, now in process of construction. The Trade favoring us with their attention may rely on lower quotations than will probably be generally offered.

MURPHY, HIBBEN & CO

Any cigar dealer, who handles Cubanola, what 5-cent Cigar outsells all other brands

Shall Receive

Will be told "CUBANOLA." If you continue the inquiry you

The information that CUBA-NOLA has a clear Havana

Choice, selected Sumatra wrap-per, and that

Is the best Cigar ever sold for the money.

N. R. RUCKLE, Prest.

PRILIP F. 1GOE, Vice Prest. and Treas. T. O. CALLIS, Secretary.

BAKER - RANDOLPH

Lithograph and Engraving Co. Book and Job Printers, Engravers, Electrotypers and Binders.

We are in a position and have the facilities for supplying the demands for a high standard of work from the Designer to the Book Binder. DESIGNING, WOOD ENGRAVING,

HALF-TONE ENGRAVING, ZINC ETCHING, COLOR-PLATE ENGRAVING, ELECTROTYPING. EMBOSSING,

Fine Printing.

Book Binding, Etc.

ALL DONE IN OUR OWN ESTABLISHMENT. Send Drawing, Photo or Print, with explanation, for estimates or sample. See Baker-Randolph Co.'s INDIANAPOLIS ILLUSTRATED.

THE GREAT NORTHWEST HOTEL 68TH STREET AND MADISON AVE., CHICAGO, now open for guests. Twelve dollars pays for ten days' lodging. Excellent restaurant. Three blocks from the World's Fair Grounds. Among those who have engaged rooms at this hotel are: Lewis H. Jones, Superintendent Public Schools; W. A. Bell. editor Indiana School Journal; C. C. Foster, Benj. D. Walcott, Major A. L. Varney, Dr. Henry Jameson, Dr. H. R. Allen, Dr. O. S. Runnels, T. C. Day, Col. Eli Lilly, S. O. Pickens, Att'y, Henry Cobarn, and many other prominent citizens. E. J. FOSTER, Agent, 23 Commercial Club, Indianapolis.

SURGICAL INSTRUMENTS. Fracture Splints, Special Trusses, Crutohes, Elastic Hosiery, Deformity Braces and Surgical Appliances of every kind. The largest stock of ARTIFICIAL EYES in the State. WM. H. ARMSTBONG & CO 77 South Hillingia Street

ASK YOUR GROCER FOR

MARRIED HER FATHER'S COACHMAN.

Miss Augusta Legnard, a Society Belle, Creates a Sensation at Wankegan.

Special to the Indianapolis Journal. WAUKEGAN, Ill., May 28.-Wankegan had a sensation of the first water yesterday, when the news leaked out that a young lady, a member of the most select society of the village, had married her father's coachman. The bride is Miss Augusta Legnard, daughter of John B. Legnard, and the groom, Charles Vassar, who has handled the reins over the Legnard horses for a number of years. The young couple were married some days ago, but they carried out their plans so secretly that nothing known of the matter bere til yesterday. 'The bride's parents are believed to have forgiven her, and the groom has become a superintendent in the

Cruiser Atlanta at Greytown, GRANADA, Nicaragua, May 28 .- The United States cruiser Atlanta arrived at Greytown on Thursday. Lewis Baker, the United States minister, telegraphed her commander that it was not necessary to

Legnard brick yards at Chicago.

and marines from the cruiser. Two hundred and fifty armed men from Matagalpa yesterday joined the revolutionary forces. The revolutionists are now claiming belingerent rights and demanding recognition by foreign governments. Preparations are now being made by the insurgents to insich upon Managua and drive Sacaza's government from the Nicaraguan capital. A force was sent against the government forces stationed on the plaza at Tipitapa after the battle in Barranca pass. They were eight hundred strong, but retreated toward Managua before the insurgent forces arrived.

The Viking Ship Off Cape Spear. NEW YORK, May 28.-The Viking ship which is on its way to the world's fair is reported off Cape Spear, Newfoundland, with all on board well. This is the first that has been heard of the ship since she was seen in a storm off the Oraney islands a fortnight ago.

The Salutary Effects Of Simmons Liver Regulator upon the nervous system, prostrated by long suffering with dyspepsia, constipation and kinared diseases, is without a precedent

QUEER SCENE IN A COURTROOM.

Women Hug a Prisoner Who Had Just Peen Acquitted of the Charge of Murder.

Special to the Indianapolis Journal. ALLEGAN, Mich., May 28 .- A wild scene was enacted in the Circuit Court, last night, when the jury, after deliberating two hours, returned with a verdict acquitting Bert Moore of killing Harry Reynolds. Last January Moore shot and killed Reynolds because the latter refused to give up a lien on Mrs. Moore's affections. When the verdict was rendered the crowd wildly applauded. Men threw their bats into the air, and while some women wept others threw their arms around the prisoner's neck and hugged him. The jury came in for equal share of the congratulations.

FAILURE OF COAL DEALERS. Weaver, Getz & Co., of Chicago, with Large

Interests at Brazil and Other Points. Special to the Indianapolis Journal.

CHICAGO, May 28.-Unable to get financial help from local banks yesterday, Weaver, Getz & Co., coal dealers, with beadquarters at 217 and 219 Dearborn street, have been driven to temporary suspension. Their liabilities, consisting principally of debtedness for coal throughout Ohio, Indiana and Illinois, will reach \$300,000, it is said, but members of the firm stated tonight that the assets will greatly exceed this amount, and assurance is given oreditors that unless the firm fails to secure an extension of time on paper past due no losses will be incurred. The assignment was agreed upon as a matter of precaution and expediency, affording the best opportunity of bridging over an unexpected money pressure.

The firm of Weaver, Getz & Co., controlling extensive mines at Brazil, and other Indiana points, is one of the largest dealers in coal in the West. Another Fallure at Fostoria.

tary's affairs.

Special to the Indianapolis Journal. FOSTORIA, O., May 28.-The N. Port's Hardware Company, in which ex-Secretary Foster is interested, was forced to make an assignment late last night for the benefit of creditors, and Sheriff Bermin came over on a late train and proceeded to Wood county to attach a farm of N. Port. The farm contains forty acres, and is locased in the oil belt and is valuable property. Assignee Cormiey says it will take at least a year to wind up the ex-Secre-

"TOILERS' DAY" AT THE FAIR

Nearly 100,000 Working People Admitted to Jackson Park Yesterday.

An Orderly Crowd That Spent the Sabbath in Listening to Sacred Music, Inspecting the Art Treasures and Other Exhibits.

Government and Many State Buildings and the British Display Closed.

Most of the Down-Town Saloons and Hotel Bars Forced to Temporarily Suspend for Lack of Patronage-Order Issued to 'Cyclers.

OPEN ON SUNDAY,

World's Fair Visited Yesterday by an Enor-

mous Crowd of Well-Behaved People. Special to the Indianapolis Journal. CHICAGO, May 28 .- Nearly 100,000 people, after a week of toil, came to the world's fair grounds to-day and, with souls freed from care, drank in inspiring music and feasted their eyes on the wonders. It was

the first open Sunday and it was a grand

The Sabbath sun was but two hours old when the people began to come into the grounds. All modes of transportation brought their quotes, and from the steamer piers and the railroads came long lines of people. But the masses did not all get there until afternoon. The people kept on coming the entire afternoon and overflowed into Midway Plaisance, whose every show was crowded. After dark the grounds were lighted up and this, together with other features of the illumination, attracted still more, and when the crowds were about ready to go home a conservative estimate placed their number for the day and evening at between 75,000 and 100,000. It was an orderly, well-dressed crowd, which evidently was of the opinion that it had already been kept away from

its property altogether too long, and they took possession in the name of "toilers' The music during the day was of an elevating character, and the band stands were surrounded by large crowds which grew enthusiastic over Schubert's "Serenade," a selection from "Lohengrin," Gounade," a selection from "Lohengrin," Gounod's sacred song "The Sea Green Hill far
Away," the "Hallelujsh Chorus," Wagner's
"Hail Bright Abode," the good old hymn,
"Nearer, My God, to Thee," and the coronation march from Meyerbeer's "Le
Prophete," The music, which was continnous from half past 1 in the afternoon until 10 o'clock at night, was furnished by Sousa's, Cincinnati and the Chicago bands.

FIFTEEN STATE BUILDINGS CLOSED. Sunday opening, however, was frowned upon in the north end of the park, where the American State buildings are grouped to suggest a happy and united family. The multitude of visitors did not throng the State circle and the few thousands who passed that way were not disappointed, apparently, to find many of the buildings closed. There was so much else to see that was more attractive than the juside of the State buildings, most of which are made State buildings, most of which are made up only of so many reception rooms, the exhibits being in the big buildings. The doors of lifteen State and Territorial buildings were locked "for this day only," and visitors were generally informed to that effect by cards. Missouri, Delaware, New York, Virginia, West Virginia, Pennsylvania, North Dakota, New Hampshire, Rhode Island, New Jersey, Connecticat, Maryland and Massachusetts were among the buildings which the people had only an outside view of. Utab had the close sign on its door, and North Dakota added to its appouncement the invitation, "Come on announcement the invitation, "Come on

Monday."
On the doors of the Bay State house was the following type written legend: "By order of the Great and General Court of Massachusetts this is closed on the Lord's day." On the elevated lawn in front of this building a gardener worked all day, planting beds of beautiful pansies. When asked if he was employed by the world's fair board of Massachusetts to labor on Sunday at the State building the old man said he was working for a Massachusetts florist who was exhibiting the pansy beds, and that Commissioner Hovey had not told him to stop. He added the information that there was work going on inside the building, and he exclaimed: "This Sundayclosing business is all wrong; it's all wrong." The Maine commissioners had a sign outside their building which read: "Open to Maine visitors and their friends only," but everybody who pleased entered, ignoring the sign.

The State buildings which were open were those of Illinois, California, Wisconsin, Colorado, Michigan, Maine, Iowa, Idaho, Montana, Kansas, Nebraska, Washington, Minnesota, Florida, Arizone, New Mexico, Ohio and Wyoming. The buildings closed because they are yet unfinished were those of Indiana, Vermont, West Virginia, Utah, Kentucky, Texas, Arkansas and Oklahoma.

· BRITISH EXHIBITS NOT VISIBLE. The great carved oak doors of the Victoria House in the British exhibit were shut, although the union jack floated from the roof. Canada's flag was flying also, but the doors were closed, and not even a sign was put out for visitors to read. New South Wales supplemented the "closed today" sign with the following unnecessary words: "Keep out! This means you." Even at the India building, which is chiefly a private commercial enterprise, the "closed" sign was hung out.

Machinery Hail, under whose domes the Sabbatarians think the acme of Sabbath breaking is sheltered, was a remarkably quiet place. Two or three high speed and but one big engine-a buckeye-were all that ran during the day to furnish power necessary to run the fair, and their hum could scarcely be heard one hundred feet sway. The crowd in this building was not large, but every other departmental struc-ture was jammed. Columbia avenue in the Manufactures and the main aisles in the Transportation and Fisheries Buildings were crowded all day, and it was with much difficulty a spectator could force a passage. As indicative of the character of the crowd it may be stated that the Fine Arts Building held the greatest multitude. Every salon was packed and the foyers were jammed by a quiet and orderly crowd of picture lovers.

The officials in charge of the government buildings and the battleship Illinois did all in their power to show the thousands of visitors who passed by that Uncle Sam officially did not approve of allowing American citizens or foreigners to view on Sunday the panorama of art and genius or the industrial works of the nations. The big painted signs "Closed" which were used originally when the government building was not finished were placed in front of the doors, and guards were stationed there to prevent people breaking in and disturb-ing Uncle Sam's peaceful observance of the Sabbath. Even "Old Glory" was down from every flag pole. The other structures which form part of the United States government exhibit were closed, and visitors were stopped at the entrance to the north pier by the announcement that the model battleship was closed. Marines patrolled the decks and a few tars were seen cleaning and burnishing, but no favored civilians were seen on this ship.

DOWN-TOWN SALOONS CLOSED. The saloons and hotel bars down town were practically deserted to-day. Since the opening of the fair the business with them has been so rushing on Sundays that extra bar keepers were employed in many of them in order to attend the extra business Sunday. To-day, however, they had

little to do, and the greater part of the day they were idle. The crowd on the grounds resembled that which collects in the public parks on Sundays during the hot weather, parks on Sundays during the hot weather, when the tenement districts become oppressive. The different world's fair officials were at the grounds for a few hours in the morning. In the afternoon Directorgeneral Davis, accompanied by Mrs, Davis, took a sail, but the other gentlemen took trains and carriages and went down town.

The council of administration has issued the following order in regard to the observance of "Wheelmen's day," the 31st of May:

In accordance with the request made to the council, that the 31st day of May should be designated and set apart as a special Wheelmen's day, it is ordered that said 31st day of May be and the same is designated and set apart as Wheelmen's day within the exposition grounds at Jackson Park, and that on said day a propossion of wheelmen, with their wheels shall apart as wheelmen's day within the exposition grounds at Jackson Park, and that on said day a procession of wheelmen, with their wheels, shall be admitted into and be entitled to parade in Jackson Park, entering at the Fifty-seventh street gate and passing to the east and in front of the several States of South Dakota, Washington, Colorado and California, and thence to and along the lagoon to the east of the Woman's Building, following the said lagoon to the east of the Horticultural Building, to the east of the Transportation Building, to and into the Grand Court, passing between the Administration Building and Machinery Hail, thence north to the way on the south of the Electricity Building and thence easterly across the canal to Music Hall, thence to the north along the lake, and crossing the north inlet to a point in front of the Victoria House, and thence to the westward, and south of the buildings of Canada, New South Wales and Hayti, to the east side of the Illinois State building; thence south of the said Illinois State building; thence south of the said Illinois State building to the piaza in front thereof, where the procession terminates. And it is further ordered that, in recognition of the said occasion, the exposition shall be kept open for the admission of the latters. position shall be kept open for the admission of visitors during the said evening, and that the buildings shall close at 10:30 o'clock P. M. and

the grounds at 11 o'clock P. M.; and that copies of this order be transmitted to the director-general, the directory of works and the bureau of admissions and collection, who will severally see to it that the necessary steps are taken in their several departments for the proper observance of the order. Tuesday being "Decoration day" the exposition buildings and grounds will be opened to the public during the evening. The buildings will be illuminated and kept open until 10 o'clock and the grounds until 11. Everything possible will be done by the authorities to make "Decoration day" of 1893 at the exposition a memorable and

attractive fete occasion. A committee appointed at a meeting of the executive officers and commissioners of the several States and Territories held on Wednesday last at the Massachusetts building, has drafted an appeal to the railroad and steamboat corporations, asking that the fares on the different lines to and from Chicago be reduced immediately. The appeal is made especially in the interest of farmers, laborers, mechanics, employes, pupils, etc., and it is asked that round-trip tickets, good on all roads, be sold for one target to appeal the citizens of the several fare, to enable the citizens of the several States and Territories to avail themselves of the educational and other advantages, presented by the fair, receive benefit from the same, and be inspired by evidences of the great progress made in the different countries in the arts, sciences, manufactures and agriculture.

Members of the finance committee of the local directory are cheerful over the outlook. During the first week of the fair there was not sufficient money taken in at the gates to pay the expenses of administration. The receipts, however, have gradually increased until they are \$10,000 in excess of expenditures. Director James Ellworth said to-day that by the end of this month the exposition company would be \$150,000 ahead of administrative expenses. The paid admissions to-day numbered 80,180.

SUNDAY OPENING. The Question Viewed from a Moral and a Financial Standpoint Chicago Dispatch. The brethren of the press throughout the country seem to have overlooked an important phase of this subject. The questions of morality involved have very properly overshadowed all others, but Chicago's motives in advocating Sunday opening

have been sadly misconstrued. It has been charged that the sole object in fighting for a seven days' fair was a desire to benefit the exposition financially. Sunday opening having been achieved let us now examine the financial aspect of the question. There are twenty Sundays in the world's fair season. In twenty days, therefore, the financial receipts must balance all that Sunday opening costs. In the first place, the exposition must return to the government \$1,900,000 which was received on conment \$1,900,000 which was received on condition that the gates should be closed on Sunday. This alone means an average expense of \$95,000 for every Sunday during the season. The daily expense of running the exposition probably exceeds \$15,000, making a total of \$110,000 for every Sunday, to be counterbalanced by receipts at the gates. It is utterly impossible to reach those figures. The receipts thus far have not exceeded \$40,000 on any day, and the average is probably below \$20,000. Sunday opening will entail a monetary loss of fully balf a million dollars unless all signs

INTERESTING ROAD EXHIBIT. Foreign Countries Will Show What Has Been Done for Travelers.

Chicago Journal. The road exhibit in the world's fair will consist of a strip of road, which will extend from the French colonies' exhibit to the live stock pavilion, and will show the various processes of road construction in France, Italy, Germany and England, where the country roads are in fine condition. An illustration of the condition of the roads in this country, after bad weather, will be given by a wagon fast in the slough of a

rough country road. A Scotch comic paper is acquiring circulation in an ingenious way. Incorporated in each paper is a portion of a wheelman's map of Scotland. When nine papers of as many different dates have been bought the rider has a complete, accurate and very desirable map free of any extra cost to him. If this be a sample of the comical ideas of that paper they are good ones for other

less funny papers to copy.

An English road bearing the peculiar name of the Devil's Highway is a favorite road-racing resort for English speed men. If there is anything in a name this road should be excellent for "scorching," and should be both broad and well paved as

DON'T WANT ELECTRIC LINES.

San Francisco Authorities Prevent a Car Comtany from Erecting Poles in the Streets.

SAN FRANCISCO, May 28 .- A surreptitions attempt to capture Market, Folsom and adjacent streets for a trolley system of electric railway was made by a small army of men in the employ of the Omnibus Cable Company, after midnight. Immediately after the stroke of 12, a great array of men, trucks

derricks, and other appliances for digging and hoisting the poles appeared simultaneously at various places on the streets. Holes were dug quickly, poles hauled to the ground and speedily raised, and it seemed as if in a few hours Market and other streets would be covered with a forest of electric masts. The street authorities were defied, but finally the Mayor was aroused from bed and went to the scene, and, after a spirited collogny with the leaders of the movement, ordered the police to arrest the entire force, consisting of nearly four hundred men. The street-railway projectors then weakened, and called off the men. To-day the street department took down the poles. contiscated them, and removed other evi dences of the early morning invasion. The case will be taken into court to-morrow. The Omnibus Cable Company has control of the horse railway operating on Market and other streets and claims to have a right to change to electric. The claim has not been allowed by the city anthorities, and their move during the night was to get possession before they could be enjoined.

FARE to Greenfield and return May 30, 70c, to

One Speeding Westward to Chicago and the Other Eastward to New York.

The New York Central's Twenty-Hour Service Between the Two Big Cities Successfully Put Into Operation.

Wonderful Rate of Speed Maintained by the "Exposition Fivers."

Both Ahead of Time According to Latest Reports Received This Morning-Incidents of the Runs-The Engines and Cars.

THE "EXPOSITION FLYERS."

Fast Trains Between the Metropolis of the

East and the World's Fair City.

NEW YORK, May 28.-At precisely 2:23 o'clock this afternoon a snub-nosed switching engine backed a train of four new Wagner palace cars into the Grand Central depot, and along side the third passenger platform of the New York Central & Hudson River Railroad Company. Then there was a jingle of loosened couplings and the anub-nosed engine snorted its way out into the yards again, leaving the four cars standing. Meanwhile a long-barreled, highwheeled locomotive monster was standing at rest on a short spur of side track a block or two distant. Out from within its steel ribs came the sounds of measured breathings. The thing seemed leisurely inting like some great beast might do when lying at full length on a summer's day. There was life in the body of this great engine, as was proven by the occasional dropping of glowing coals from the fire-box to the greasy ties, where they smoldered. There was a ferocious tension on her iron thews while ponderously quiet. she stood Occasionally broke from her throat and shot upward many feet into the air, spreading like a white plume as it arose. Then a man eitting in the cab, himself nearly deafened by the noise, would push up an iron lever and so shut this white power back into the monster's hot lungs. Pretty soon somebody gave a signal and the man in the cab pulled out the throttle ever so little and the big machine moved over a tangle of switches, stopped, backed down into the depot and bunted her automatic couplings into a firm grip on the four new cars the snub-nosed engine had backed into the station. And thus was completed the first "exposition flyer" train which the New York Central people had planned to daily compass the distance between New York and Chicago in twenty hours.

THE BIG LOCOMOTIVE. The big locomotive chosen for the first stage of the mitial trip is No. 898, and she is a full sister to No. 870, which broke the long-distance railway record, in September last, by running from New York to Buffalo, 48% miles, in the actual running

time of 425 minutes and 44 seconds. This afternoon, before the start, William Buchanan, the modest Scot, who is superintendent for the New York Central of its motive power and rolling stock, stood looking over this monster machine that he had himself planned. "I guess she'il do it," he ejaculated, with just a hint of prideful smile. "I think she'll do it," he added. And then when questioned by those about, he told something of the construction of this machine that should start the flyer on a trip designed to start a new chapter in

railroad history.

Engine No. 808 is a four-wheeled machine, standing six feet and six inches in her stocking feet, which is to say that her drivers, inside the three-inch tires, are of six feet, six inches diameter. The tires, by the measurements of a laymen, increase the wheels' diameter to seven feet. The cylinders are nineteen inches in diameter, by twenty-four inches in stroke. The engine's truck wheels are thirty-six inches in diameter. The weight on the four drivers is eighty thousand pounds, and on engine truck forty thousand pounds. The boiler is of the Wagnon top type, fifty-eight inches in diameter at the smallest ring, and has 208 flues, two inches outside diameter, and twelve feet long. The firebox is set on top of the frames, and is ninety-six inches long by forty and seven-eighths inches wide. A brick arch is used, supported in arch pipes, the total heating surface is 1,851.50 square feet. The total grate surface is 27.3 square feet. The smoke box is extended, and is fitted with a deflector plate and netting. The stack is straight, sixteen inches diameter inside. The boiler is designed to carry 180 pounds steam pressure. The tender has a coal capacity of six and three-quarter tons, and carries 3,500 gallons of water. It is on ried on two four-wheeled trucks, each four feet five inch wheel base, with thirty-six-inch wheels. The weight loaded is eighty thousand pounds, making the total weight of the engine and tender one hundred tons. The tractive force of the engine is 15.7:0 pounds. Superintendent Buchanan explained that 898 would haul the flyer to Albany: No. 907, from Albany to Syracuse; No. 905, from Syracuse to Rochester. The three are identical, and were constructed for the chief purpose of maintaining a speed of sixty miles per hour with a standard train.

The "flyer" train is made up of new Wagner sleepers, with a buffet car, and they are fresh from the shops. The buffet smoker, which is next to the engine, is a composite car. The smoking section of it is finished in mahogany, with twelve easy, movable chairs, upholstered in velvet. The bangings are of silk, and there are two leather upholstered sections for card-players. There is a barber shop, a bath room, a library of standard novels and periodicals, daily and otherwise. The second car, the Paoli, is finished with mahogany, upholstered in blue plush, has sixteen sections, lighted with ten chandeliers, each having four burners The Escort and the Enterpe, the third and fourth cars, are identical. Each has two staterooms that may be used singly or en suite, the dividing partition in the last case being folded away as quickly as transformation scenery of the stage.

THE "FLYER" TRAIN.

in a closet near the door of each car on the train is a little bygraulic pump that could be covered by a half-bushel measure. Alcohol is used, and a pressure of two thousand pounds is the pump's capacity. The purpose of this bit of machinery is to apply five hundred pound pressure to buffers of a new design that extend across the end of each car. They are so constructed that while kept by hydraulic pressure absolutely close they so conform themselves to curves that the train is practically a solid car. This construction gives the platform the entire width of the car, the steps being let down from and closed up against the outside of the vestibule by lever inside. The hydraulic pressure of five hundred pounds may be applied to the buffers in three minutes and released in three seconds. This device is the invention of Arthur G. Leonard, private secre-tary to Vice President Webb. The entire train is lighted by gas, enough of which may be stored at either end of the journey

to last a round trip. THE ENGINEER AND HIS FIREMAN. Many of the leading officials of the road were present to see the start. Hop. Chauncey M. Depew and his son walked the length of the cars, displaying interest